MILWAUKEE DAILY SENTINEL.

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THE SENTINEL.

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INVARIABLY IN ADVANCE.

JERMAIN & BRIGHTMAN,
Publishers and Proprietors.

T. D. JERMAIN.....H. H. BRIGHTMAN

SATURDAY MORNING, OCT. 1, 1859.

Arrival and Departure of Railroad Trains, and Hour of Closing Mails.

MILWAUKEE & CHICAGO.

Depart.	Arrive.	Mails Close.
8:01 A. M. (for Freeport).....		
10:30 A. M.....	12:50 P. M.....	9:30 A. M.
3:15 P. M.....	12:15 A. M.....	2:00 P. M.

MILWAUKEE & MINNESOTA.

7:25 A. M.....	9:35 A. M.....	9:00 P. M.
1:30 P. M.....	1:25 P. M.....	12:30 P. M.

MILWAUKEE & MISSISSIPPI.

9:50 A. M.....	12:40 P. M.....	8:00 A. M.
4:05 P. M.....	6:15 P. M.....	12:30 P. M.
8:00 P. M.....		

MILWAUKEE & HORICON.

7:25 A. M.....	9:35 A. M.....	9:00 P. M.
1:30 P. M.....	1:25 P. M.....	12:30 P. M.

MILWAUKEE, WATERTOWN & BARABOO VALLEY.

4:05 P. M.....	12:40 P. M.....	3:30 P. M.

DETROIT & MILWAUKEE.

12:00 M.....	2:30 A. M.....	11.00 A. M.
5:00 P. M.....	12:00 M.....	7.00 P. M.

Departure of Steamers.

FOR COLLINGWOOD AND THE EAST.

The Collingwood Line of screw steamers leave—one every day, fromIssuance Block, foot of East Water st., connecting at Collingwood with cars from the East.

FOR BUFFALO.

Screw steamers, with good accommodation for passengers, leave the different transportation docks every day for Buffalo.

FOR PORT WASHINGTON, &c.

The Steamer Gazelle leaves Johnson & Olmstead's Dock at 5 o'clock in the morning, for Port Washington, Sheboygan, Manitowoc and Two Rivers.

FOR CHICAGO, &c.

The steamer Traveller leaves Johnson & Olmstead's Dock every evening, at 5 o'clock, for Chicago and intermediate ports.

Hon. Abram Lincoln's Address.

In another column we publish in full, the very able address of ABRAM LINCOLN, of Illinois, before the Wisconsin State Agricultural Society, yesterday. It is in every sense a practical and readable effort, and will repay attentive perusal.

Foreign News.

We have European news to the 17th, by the arrival of the steamship *Asia* at New York. England is fully resolved upon chastising China for the reception her representatives recently met there, and the British Squadron in the Chinese waters is to be largely increased, and all the troops that can be spared from India are to be turned against the Celestial Empire. The English acknowledge, with gratitude, the kind attention bestowed upon them by the American fleet after the disastrous battle of the Peiho.

The Grain Trade.

The wheat market opened actively yesterday, but experienced a heavy reaction in the afternoon, prices declining 2 to 3 cents, and buyers were very scarce. The business in flour was light, but at full prices. Receipts, including flour, amounted to some fifty-three thousand bushels, namely 1,971 bbls flour and 53,333 bus. wheat. Shipments were sixty-six thousand, namely: 728 bbls flour and 62,500 bus. wheat. The telegraph reports the New York market for flour and wheat dull and drooping, and the Buffalo market the same. At Chicago receipts were very large, and the decline was fully equal to that here. No. 1 Spring selling in the afternoon at 76 1-2@77c.

DIFFERENCE BETWEEN THE VIEWS OF THE OLD TIME AND THE LATTER-DAY DEMOCRATS.—When, during the first year of the Presidency of Mr. JEFFERSON, Governor ST. CLAIR, of the Northwestern Territory, undertook to set up the assumption of Territorial Independence, Mr. MADISON, then Secretary of State, was instructed by the President to *revoke* that distinguished Governor's commission! That is the Jeffersonian reply to the first doctrinaire of Territorial government.

A passport has been brought to light, given by JAMES MONROE, when Minister to England, in 1806, to Essex White, a slave and body servant of JOHN RANDOLPH, of Roanoake, and a negro, in which the said Essex White is called "*a citizen of the United States.*" Mr. MONROE must have been a Black Republican himself, or he never could have evinced such freedom of sentiment.

THE DEFEAT OF THE POST OFFICE BILL.—In his Augusta speech, in speaking of the Post Office Appropriation bill, Senator TOOMBS, of Georgia, said—"*I stood with its fate in my hand, and I trampled it under my feet.*"

And yet, says the Richmond *Whig*, the Democracy have tried to put the crushed bill under the heels of the Opposition, and endeavored to throw the whole responsibility upon them. We hope they now see where the responsibility properly belongs.

A NEW OVERLAND ROUTE.—A San Francisco correspondent of the N. Y. *Tribune* learns that Capt. SIMPSON, of the Topographical Engineers, has discovered a route between Carson Valley and the Valley of Great Salt Lake even shorter than the route which he had been sent out to explore. The facts of the surveying expedition have been reported to Gen. JOHNSTON, and it is probable that hereafter the bulk of the travel between California will go by the last discovered route.—There is good grass and water all the way, and there will be no trouble in taking stock over it. Capt. SIMPSON says that it is equally as good as the northern route. Every one says that cattle can be driven over it as far as Carson Valley so late as November—that is to start from San Francisco in November.—The longest drive without water is one day. Mr. HOLLADAY is satisfied that by this new route the stage travel between Placerville and Salt Lake City can easily be made in four and a half or five days.

THE AURORA IN EUROPE.—The splendid auroral display of the night of Sunday, Aug. 28th, was witnessed throughout Germany, where, also, as well as in other parts of Europe, its peculiar freaks with the electric telegraph were observed. This was particularly the case at Olmutz, Vienna, Odenburg, Pardawitz, Cracow and Brussels. The operators at Antwerp were aroused from their slumbers by the ringing of the signal bells. At Paris, London, and Berlin communications were interrupted till 1:30 A. M., while the submarine line between Dover and Ostend remained undisturbed. The aurora was seen at Rome, and other parts of Italy.

THE CHINESE ATTACK UPON THE ENGLISH.—From a military and cold-blooded point of view, says the New York *Journal of Commerce*, this surprising defeat of the French and English squadron strikes one as a huge joke; for John Chinaman, with his tam-tams and other frightful musical instruments with which he used to scare off "the foreign devils," has been the laughing-stock of all civilized nations. In this case, however, he has completely turned the tables on his adversaries, and there is strong ground for the suspicion that the fortifications and the defence were of European design.

THE GOVERNOR GENERAL'S SON DROWNED.—The Hamilton *Spectator* of Tuesday, contains the melancholy announcement of the death of the son of the Governor-General.—It says: "At a late hour last night we learned that the son of His Excellency the Governor-General was unfortunately drowned, while bathing in the river St. Maurice, yesterday. As yet we have no particulars, of this melancholy accident, which will throw over His Excellency's family a pall which naught but time can remove."

THE CITY.

The State Fair.

Yesterday a high wind combined with the dust rendered the day somewhat unfavorable, but there was a large attendance at the Fair Grounds, nevertheless. At eleven o'clock the plank audeiarum of BROCKWAY'S was filled with an expectant crowd, waiting with commendable patience the appearance of ABRAM LINCOLN, who had been announced to deliver the address at 10 A. M. It was not far from noon when the distinguished gentleman made his appearance, and was immediately welcomed with clapping of hands and a stamping of feet on the raised seats which caused the aforementioned BROCKWAY to show considerable nervousness. Upon being introduced Mr. LINCOLN waited a few moments for the applause to subside and spoke as follows:

Members of the Agricultural Society and Citizens of Wisconsin:

Agricultural Fairs are becoming an institution of the country; they are useful in more ways than one; they bring us together, and thereby make us better acquainted, and better friends than we otherwise would be.—From the first appearance of man upon the earth, down to very recent times, the words "*stranger*" and "*enemy*" were *quite* or *almost* synonymous. Long after civilized nations had defined robbery and murder as high crimes, and had affixed severe punishments to them, when practiced among and upon their own people respectively, it was deemed no offence, but even meritorious, to rob and murder, and enslave *strangers*, whether as nations or as individuals. Even yet, this has not totally disappeared. The man of the highest moral cultivation, in spite of all which abstract principle can do, likes him whom he *does* know, much better than him whom does *not* know. To correct the evils, great and small, which spring from want of sympathy, and from positive enmity, among *strangers*, as nations, or as individuals, is one of the highest functions of civilization. To this end our Agricultural Fairs contribute in no small degree. They make more pleasant, and more strong, and more durable, the bond of social and political union among us. Again, if, as Pope declares, "happiness is our being's end and aim," our Fairs contribute much to that end and aim, as occasions of recreation—as holidays. Constituted as man is, he has positive need of occasional recreation; and whatever can give him this, associated with virtue and advantage, and free from vice and dissdvantage, is a positive good. Such recreation our Fairs afford. They are a present pleasure, to be followed by no pain, as a consequence; they are a present pleasure, making the future more pleasant.

But the chief use of Agricultural Fairs is to aid in improving the great calling of *Agriculture*, in all its departments, and minute divisions; to make mutual exchange of agricultural discovery, information, and knowledge; so that, at the end, *all* may know everything, which may have been known to but *one*, or to but a *few*, at the beginning; to bring together especially, all which is supposed to not be generally known, because of recent discovery or invention.

And not only to bring together, and to impart all which has been *accidentally* discovered or invented upon ordinary motives; but, by exciting emulation, for premiums, and for the pride and honor of success—of triumph, in some sort—to stimulate that discovery and invention into extraordinary activity. In this, these Fairs are kindred to the patent clause in the Constitution of the United States; and to the department, and practical system, based upon that clause.

One feature, I believe, of every fair, is a regular *address*. The Agricultural Society of the young, prosperous, and soon to be, great State of Wisconsin, has done me the high honor of selecting me to make that address upon this occasion—an honor for which I make my profound, and grateful acknowledgement.

I presume I am not expected to employ the time assigned me, in the mere flattery of the farmers, as a class. My opinion of them is that, in proportion to numbers, they are neither better nor worse than other people.—In the nature of things they are more numerous than any other class; and I believe there really are more attempts at flattering them than any other; the reason of which I cannot perceive, unless it be that they can cast more votes than any other. On reflection, I am not quite sure that there is not cause of suspicion against you, in selecting me, in some sort a politician, and in no sort a farmer, to address you.

But farmers, being the most numerous class, it follows that their interest is the largest interest. It also follows that that interest is most worthy of all to be cherished and cultivated—that if there be inevitable conflict between that interest and any other, that other should yield.

Again, I suppose it is not expected of me to impart to you much specific information on Agriculture. You have no reason to believe, and do not believe, that I possess it—if that were what you seek in this address, any one of your own number, or class, would be more able to furnish it.

You, perhaps, do expect me to give some general interest to the occasion; and to make some general suggestions, on practical matters. I shall attempt nothing more. And in such suggestions by me, quite likely very little will be new to you, and a large part of the rest possibly already known to be erroneous.

My first suggestion is an inquiry as to the effect of greater *thoroughness* in all the departments of Agriculture than now prevails in the North-West—perhaps I might say in America. To speak entirely within bounds, it is known that fifty bushels of wheat, or one hundred bushels of Indian corn can be produced from an acre. Less than a year ago I saw it stated that a man, by extraordinary care and labor, had produced of wheat, what was equal to two hundred bushels from an acre. But take fifty of wheat, and one hundred of corn, to be the *possibility*, and compare with it the actual crops of the country. Many years ago I saw it stated in a Patent Office Report that eighteen bushels was the average crop throughout the wheat growing region of the United States; and this year an intelligent farmer of Illinois, assured me that he did not believe the land harvested in that State this season, had yielded more than an average of eight bushels to the acre. The brag crop I heard of in our vicinity was two thousand bushels from ninety acres. Many crops were thrashed, producing no more than three bushels to the acre; much was cut, and then abandoned as not worth threshing; and much was abandoned as not worth cutting. As to Indian corn, and, indeed, most other crops, the case has not been much better. For the last four years I do not believe the ground planted with corn in Illinois, has produced an average of twenty bushels to the acre. It is true, that heretofore we have had better crops, with no better cultivators; but I believe it is also true that the soil has never been pushed up to one half of its capacity.

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What would be the effect upon the farming interest, to push the soil up to something near its full capacity? Unquestionably it will take more labor to produce *fifty* bushels from an acre, than it will to produce *ten* bushels from the same acre. But will it take more labor to produce fifty bushels from *one* acre, than from *five*? Unquestionably, thorough cultivation will require more labor to the *acre*; but will it require more to the *bushel*? If it should require just as *much* to the bushel, there are some *probable*, and several *certain*, advantages in favor of the thorough practice. It is probable it would develope those unknown causes, or develope unknown cures for those causes, which of late years have cut down our crops below their former average. It is almost certain, I think, that in the deeper plowing, analysis of soils, experiments with manures, and varieties of seeds, observance of seasons, and the like, these cases would be found. It is certain that thorough cultivation would spare half or more than half, the cost of land, simply because the same product would be got from half, or from less than half the quantity of land. This proposition is self-evident, and can be made no plainer by repetitions or illustrations. The cost of land is a great item, even in new countries; and constantly grows greater and greater, in comparison with other items, as the country grows older.

It also would spare a large proportion of the making and maintaining of inclosures—the same, whether these inclosures should be hedges, ditches, or fences. This again, is a heavy item—heavy at first, and heavy in its continual demand for repairs. I remember once being greatly astonished by an apparently authentic exhibition of the proportion the cost of inclosures bears to all the other expenses of the farmer; though I can not remember exactly what that proportion was. Any farmer, if he will, can ascertain it in his now case, for himself.

Again, a great amount of "locomotion" is spared by thorough cultivation. Take fifty bushels of wheat, ready for the harvest, standing upon a *single* acre, and it can be harvested in any of the known ways, with less than half the labor which would be required if it were spread over *five* acres. This would be true, if cut by the old hand sickle; true, to a greater extent if by the scythe and cradle; and to a still greater extent, if by the machines now in use. These machines are chiefly valuable, as a means of substituting animal power for the power of men in this branch of farm work. In the highest degree of perfection yet reached in applying the horse power to harvesting, fully nine-tenths of the power is expended by the animal in carrying himself and dragging the machine over the field, leaving certainly not more than one-tenth to be applied directly to the only end of the whole operation—the gathering in the grain, and clipping of the straw. When grain is very thin on the ground, it is always more or less intermingled with weeds, chess and the like, and a large part of the power is expended in cutting these. It is plain that when the crop is very thick upon the ground, the larger proportion of the power is directly applied to gathering in and cutting it; and the smaller, to that which is totally useless as an end. And what I have said of harvesting is true, in a greater or less degree of mowing, plowing, gathering in of crops generally, and, indeed, of almost all farm work.

The effect of thorough cultivation upon the farmer's own mind, and, in reaction through his mind, back upon his business, is perhaps quite equal to any other of its effects. Every man is proud of what he does *well*; and no man is proud of what he does *not* do well. With the former, his heart is in his work; and he will do twice as much of it with less fatigue. The latter performs a little imperfectly, looks at it in disgust, turns from it, and imagines himself exceedingly tired. The little he has done, comes to nothing, for want of finishing.

The man who produces a good full crop will scarcely ever let any part of it go to waste. He will keep up the enclosure about it, and allow neither man nor beast to trespass upon it. He will gather it in due season and store it in perfect security. Thus he labors with satisfaction, and saves himself the whole fruit of his labor. The other, starting with no purpose for a full crop, labors less, and with less satisfaction; allows his fence to fall, and cattle to trespass; gathers not in due season, or not at all. Thus the labor he has performed, is wasted away, little by little, till in the end, he derives scarcely anything from it.

The ambition for broad acres, leads to poor farming, even with men of energy. I scarcely ever knew a mammoth farm to sustain itself much less to return a profit upon the outlay. I have more than once known a man to spoil a respectable fortune upon one; fail and leave it; and then some man of more modest aims, get a small fraction of the ground, and make a good living upon it. Mammoth farms are like tools or weapons, which are too heavy to be handled. Ere long they are thrown aside, at a great loss.

The successful application of *steam power*, to farm work is a *desideratum*—especially a Steam Plow. It is not enough, that a machine operated by steam, will really plow. To be successful, it must, all things considered, plow *better* than can be done with animal power. It must do all the work as well, and *cheaper*; or more *rapidly*, so as to get through more perfectly *in season*; or in some way afford an advantage over plowing with animals, else it is no success. I have never seen a machine intended for a Steam Plow.—Much praise, and admiration, are bestowed upon some of them; and they may be, for aught I know, already successful; but I have not perceived the demonstration of it. I have thought a good deal, in an abstract way, about a Steam Plow. That one which shall be so contrived as to apply the larger proportion of its power to the cutting and turning the soil, and the smallest, to the moving itself over the field, will be the best one. A very small stationary engine would draw a large gang of plows through the ground from a short distance to itself; but when it is not stationary, but has to move along like a horse, dragging the plows after it, it must have additional power to carry itself; and the difficulty grows by what is intended to overcome it; for what adds power also adds size, and weight to the machine, thus increasing again, the demand for power. Suppose you should construct the machine so as to cut a succession of short furrows, say a rod in length, transversely to the course the machine is locomoting, something like the shuttle in weaving. In such case the whole machine would move North only the width of a furrow, while in length, the furrow would be a rod from East to West.—In such case, a very large proportion of the power, would be applied to the actual plowing. But in this, too, there would be a difficulty, which would be the getting of the plow *into*, and *out of*, the ground, at the ends of all these short furrows.

I believe, however, ingenious men will, if they have not already, overcome the difficulty I have suggested. But there is still another, about which I am less sanguine.—It is the supply of *fuel*, and especially of *water*, to make steam. Such supply is clearly practicable, but can the expenses of it be borne? Steamboats live upon the water, and find their fuel at stated places. Steam mills, and other stationary steam machinery, have their stationary supplies of fuel and water.—Railroad locomotives have their regular wood and water station. But the steam plow is less fortunate. It does not live upon the water; and if it be once at a water station, it will work away from it, and when it gets away can not return, without leaving its work, at a great expense of its time and strength. It will occur that a wagon and horse team might be employed to supply it with fuel and water; but this, too, is expensive; and the question recurs, "can the expense be borne?" When this is added to all other expenses, will not the plowing cost more than in the old way?

It is to be hoped that the "steam plow" will be finally successful, and if it shall be, "*thorough cultivation*"—putting the soil to the top of its capacity—producing the largest crop possible from a given quantity of ground—will be most favorable to it. Doing a large amount of work upon a small quantity of ground, it will be, as nearly as possible, stationary while working, and as free as possible from locomotion; thus expending its strength as much as possible upon its work, and as little as possible in travelling. Our thanks, and something more substantial than thanks, are due to every man engaged in the effort to produce a successful steam plow.—Even the unsuccessful will bring something to light, which, in the hands of others, will contribute to the final success. I have not pointed out difficulties, in order to discourage, but in order that being seen, they may be the more readily overcome.

The world is agreed that *labor* is the source from which human wants are mainly supplied. There is no dispute upon this point. From this point, however, men immediately diverge. Much dispitation is maintained as to the best way of applying and controling the labor element. By some it is assumed that labor is available only in connection with capital—that nobody labors, unless somebody else owning capital, somehow, by the use of it, induces him to do it. Having assumed this, they proceed to consider whether it is best that capital shall *hire* laborers, and thus induces them to work by their own consent, or *buy* them, and drive them to it, without their consent. Having proceeded so far, they naturally conclude that all laborers are naturally either *hired* laborers or *slaves*. They further assume that whoever is once a *hired* laborer, is fatally fixed in that condition for life; and thence again, that his condition is as bad as, or worse, than that of a slave. This is the "*mud-sill*" theory. But another class of reasoners hold the the opinion that there is no *such* relation between capital and labor, as assumed; and that there is no such thing as a freeman being fatally fixed for life, in the condition of a hired laborer, that both these assumptions are false, and all inferences from them groundless. They hold that labor is prior to, and independent of, capital; that, in fact, capital is the fruit of labor, and could never have existed if labor had not *first* existed—that labor can exist without capital, but that capital could never have existed without labor. Hence they hold that labor is the superior—greatly the superior—of capital.

They do not deny that there is, and probably always will be, a relation between labor and capital. The error, as they hold, is in assuming that the *whole* labor of the world exists within that relation. A few men own capital; and that few avoid labor themselves, and with their capital, hire, or buy, another few to labor for them. A large majority belongs to neither class—neither work for others, nor have others working for them. Even in all our slave States, except South Carolina, a majority of the whole people of all colors, are neither slaves nor masters. In these Free States, a large majority are neither *hirers* nor *hired*. Men, with their families—wives, sons and daughters—work for themselves, on their farms, in their houses and in their shops, taking the whole product to themselves, and asking no favors of capital on the one hand, nor of hirelings or slaves on the other. It is not forgotten that a considerable number of persons mingle their own labor with capital; that is, labor with their own hands, and also buy slaves or hire freemen to labor for them; but this is only a *mixed*, and not a *distinct* class. No principle stated is disturbed by the existence of this mixed class. Again, as has already been said, the opponents of the "*mud-sill*" theory insist that there is not, of necessity, any such thing as the free hired laborer being fixed to that condition for life. There is demonstration for saying this.—Many independent men, in this assembly, doubtless a few years ago were hired laborers. And their case is almost if not quite the general rule.

The prudent, penniless beginner in the world, labors for wages awhile, saves a surplus with which to buy tools or land, for himself; then labors on his own account another while, and at length hires another new beginner to help him. This, say its advocates, is *free* labor—the just and generous, and prosperous system, which opens the way for all—gives hope to all, and energy, and progress, and improvement of condition to all. If any continue through life in the condition of the hired laborer, it is not the fault of the system, but because of either a dependent nature which prefers it, or improvidence, folly, or singular misfortune. I have said this much about the elements of labor generally, as introductory to the consideration of a new phase which that element is in process of assuming. The old general rule was that *educated* people did not perform manual labor. They managed to eat their bread, leaving the toil of producing it to the uneducated. This was not an insupportable evil to the working bees, so long as the class of drones remained very small. But *now*, especially in these free States, nearly all are educated—quite too nearly all, to leave the labor of the uneducated, in any wise adequate to the support of the whole. It follows from this that henceforth educated people must labor. Otherwise, education itself would become a positive and intolerable evil. No country can sustain, in idleness, more than a small per centage of its numbers. The great majority must labor at something productive. From these premises the problem springs, "How can *labor* and *education* be the most satisfactorily combined?"

By the "*mud sill*" theory it is assumed that labor and education are incompatible; and any practical combination of them impossible. According to that theory, a blind horse upon a tread-mill, is a perfect illustration of what a laborer should be—all the better for being blind, that he could not tread out of place, or kick understandingly. According to that theory, the education of laborers, is not only useless, but pernicious, and dangerous. In fact, it is, in some sort, deemed a misfortune that laborers should have heads at all. Those same heads are regarded as explosive materials, only to be safely kept in damp places, as far as possible from that peculiar sort of fire which ignites them. A Yankee who could invent a strong *headed* man without a head would receive the everlasting gratitude of the "*mud sill*" advocates.

But Free Labor says "no!" Free Labor argues that, as the Author of man makes every individual with one head and one pair of hands, it was probably intended that heads and hands should co-operate as friends; and that that particular head, should direct and control that particular pair of hands. As each man has one mouth to be fed, and one pair of hands to furnish food, it was probably intended that that particular pair of hands should feed that particular mouth—that each head is the natural guardian, director, and protector of the hands and mouth inseparably connected with it; and that being so, every head should be cultivated, and improved, by whatever will add to its capacity for performing its charge. In one word Free Labor insists on universal education.

I have so far stated the opposite theories of "*Mud Sill*" and "Free Labor" without declaring any preference of my own between them. On an occasion like this I ought not to declare any. I suppose, however, I shall not be mistaken, in assuming as a fact, that the people of Wisconsin prefer free labor, with its natural companion, education.

This leads to the further reflection, that no other human occupation opens so wide a field for the profitable and agreeable combination of labor with cultivated thought, as agriculture. I know of nothing so pleasant to the mind, as the discovery of anything which is at once *new* and *valuable*—nothing which so lightens and sweetens toil, as the hopeful pursuit of such discovery. And how vast, and how varied a field is agriculture, for such discovery. The mind, already trained to thought, in the country school, or higher school, cannot fail to find there an exhaustless source of profitable enjoyment. Every blade of grass is a study; and to produce two, where there was but one, is both a profit and a pleasure. And not grass alone; but soils, seeds, and seasons—hedges, ditches, and fences, draining, droughts, and irrigation—plowing, hoeing, and harrowing—reaping, mowing, and threshing—saving crops, pests of crops, diseases of crops, and what will prevent or cure them—implements, utensils, and machines, their relative merits, and how to improve them—hogs, horses, and cattle—sheep, goats, and poultry—trees, shrubs, fruits, plants, and flowers—the thousand things of which these are specimens—each a world of study within itself.

In all this, book-learning is available. A capacity, and taste, for reading, give access to whatever has already been discovered by others. It is the key, or one of the keys, to the already solved problems. And not only so, it gives a relish, and facility, for successfully pursuing the unsolved ones. The rudiments of science, are available, and highly valuable. Some knowledge of Botany assists in dealing with the vegetable world—with all growing crops. Chemistry assists in the analysis of soils, selection, and application of manures, and in numerous other ways. The mechanical branches of Natural Philosophy, are ready help in almost everything; but especially in reference to implements and machinery.

The thought recurs that education—cultivated thought—can best be combined with agricultural labor, or any labor, on the principle of *thorough* work—that careless, half performed, slovenly work, makes no place for such combination. And thorough work, again, renders sufficient, the smallest quantity of ground to each man. And this again, contorms to what must occur in a world less inclined to wars, and more devoted to the arts of peace, than heretofore. Population must increase rapidly—more rapidly than in former times—and ere long the most valuable of all arts, will be the art of deriving a comfortable subsistence from the smallest area of soil.—No community whose every member possesses this art, can ever be the victim of oppression in any of its forms. Such community will be alike independent of crowned-kings, money-kings, and land-kings.

But, according to your programme, the awarding of premiums awaits the closing of this address. Considering the deep interest necessarily pertaining to that performance, it would be no wonder if I am already heard with some impatience. I will detain you but a moment longer. Some of you will be successful, and such will need but little philosophy to take them home in cheerful spirits; others will be disappointed, and will be in a less happy mood. To such let it be said, "lay it not too much to heart." Let them adopt the maxim, "Better luck next time;" and then, by renewed exertion, make that better luck for themselves.

And by the successful, and the unsuccessful, let it be remembered, that while occasions like the present, bring their sober and durable benefits, the exultations, and mortifications of them, are but temporary; that the victor shall soon be the vanquished, if he relax in his exertion; and that the vanquished this year, may be victor the next, in spite of all competition.

It is said an Eastern monarch once charged his wise men to invent him a sentence, to be ever in view, and which should be true and appropriate in all times and situations. They presented him the words: "*And this, too, shall pass away.*" How much it expresses! How chastening in the hour of pride!—How consoling in the depths of affliction! "And this, too, shall pass away." And yet let us hope it is not *quite* true. Let us hope, rather that by the best cultivation of the physical world, beneath and around us; and the intellectual and moral world within us, we shall secure an individual, social and political prosperity and happiness, whose course shall be onward and upward, and which, while the earth endures, shall not pass away.

At the conclusion of the Address three hearty cheers were given for the "Kentucky boy" and the Secretary proceeded to read the awards of premiums.

MODEL OF ROTARY BRICK MACHINE.

There is on exhibition a small model of STILLMAN'S Rotary Brick Machine, from Port Washington, exhibited by L. TEED; which, for utility we think, will approach nearer to what has so long been needed in this branch of business, than any other machine ever invented for the purpose of brick making. The clay box is fed with the worked material—not by the hand, as in the old method, but by the simple gravitation of the soil; as it falls in the box a revolving set of boxes take it up on one side, press it, and carefully lay it on a platform as they descend on the other. Two horses will afford power enough to turn out one hundred bricks a minute. There has always been an insuperable objection existing against brick machines, that they could not replace manual labor without an additional cost, which overbalanced their other merits entirely. We believe the objection does not hold good in this case, and we believe the machine is worthy the attention of all interested in the manufacture of brick.

Among the many threshing machines on the ground we were most favorably impressed with those of A. P. DICKY, of Racine, and we are glad to learn he received the first premium. F. RICHTER, of Milwaukee, exhibits an improved malt mill, and Mr. A. DAVIES, of Prairie du Sac, exhibits KENNY'S "hand or horse power," for removing stumps. The machine has been attached during the Fair to an enormous stump on the western side of the enclosure, by the largest kind of a chain, and yesterday it was set in motion to extract it, which would have been accomplished had not the chain broken. This same gentleman has several other articles; a corn-planter, hay-raker, patent carriage coupling, &c., all of which have been entirely ignored by the Committees.

We were much pleased with O. COE'S Patent Rotary Cultivating Harrow, made of a series of concave forked iron wheels which are placed on round iron rods. The wheels revolve in the ground as the machine is drawn forward and performs the work of a common harrow most effectually.

The machines in the operative department have not as yet had a fair trial, owing to the miserable manner in which the boiler is placed at the edge of the building. The smoke pipe being too short to obtain a draught sufficient to get up any reasonable amount of steam.

In this department, among several chain and rotary pumps, we noticed BARNEY'S patent Graduating Exhaust, which is a railway invention of practical economy. It enables the engineer to regulate the amount of steam used in proportion to the load drawn, and in this way to consume only as much fuel as is actually required. It is very useful in ascending and descending grades, being so easily adjusted as to cause its use by engineers, when a more complicated arrangement would be neglected. After a thorough test of about eight months on locomotives of all classes, it has fully demonstrated the economy in fuel attending its use, (as can be shown by the monthly engine statements of the Chicago and Rock Island Railroad, and has fairly earned the attention of railway managers.

There is also a valuable improvement on ASHCROFT'S Steam Guage, by L. W. Lane, worthy the attention of machinists.

Upon the boiler intended to supply steam for the engines, is a "patent low water detector," exhibited by WALWORTH HUBBARD & Co., of Chicago: a complete and valuable invention, worthy of a larger notice than we can give it at present. The detector is connected with a fine boiler, and has an elbow above to which is attached a steam whistle. The moment the water in the boiler descends to a dangerous point, the steam rises in a chamber of the detector which has a fusible disc, and blows the whistle.

THE TROTTING.

The following "animals" were admitted to the course yesterday as "first class," and made the time given below:

"Green Mountain Boy".....	2:38
"Lancet".....	3:01
"Young Beshalt".....	2:39
"Ticonderago".....	3:17
"Green Mountain".....	3:04
"Keokuk".....	3:04

Four Year Olds—Second Class.

W. R. Benson, Fort Atkinson—a Stallion.....	3:17
"Hiawatha".....	3:21
"Black Hawk".....	3:14

DOUBLE TEAMS.

Wm. Clark, Summit, pair of matched working horses.....	3:11
F. B True, do, do.....	3:19
E. J. Higgins.....	3:19

SINGLE HORSES.

L. Russell, Merton, black gelding colt.....	2:47
C. M. Hoyt, Milwaukee, trotting mare.....	3:11½
Wm. Clark, of Summit.....	2:32
Barnham, Milwaukee.....	3:18
Evertson, Milwaukee.....	3:09
N. B. Gibson.....	3:00

The Judges names are R. R. HINCKLEY, EZRA BINGHAM, J. R. ROBBINS, Col. BILLINGS and MARTIN FIELDS. After the trotting was over, an accident happened to a young man by the name of WILLIS who was riding a horse around the course and in a hurried attempt to ride him out of the way of some vehicle tripped over rope, and falling broke the animals neck. The young man had his shoulder dislocated, but received no other injuries.

D. J. GARTH & Co., of Hannibal, Missouri, exhibit at the Fair several boxes of manufactured tobacco, which completely establish the reputation of Missouri as a rival of "Old Virginia." It is well known that Virginia has long excelled in the production and curing of the weed, but Messrs. GARTH & Co., have demonstrated by their recent exhibitions which took the premium at the National Fair over the specimens of 88 other factories, that Missouri is now manufacturing an article of plug tobacco every way superior to the product from the Old Dominion. The boxes were entered too late for competition here, but have attracted the attention of the tobacconists and we hazard nothing in saying are superior in quality and in manufacture to anything yet brought to this market.

THE HOOK AND LADDER COMPANIES RACE.—The race between the two Hook and Ladder der Co's. of this city, for the Silver Trumpet, presented by Mayor PAGE to our Fire Department, came off, according to appointment, yesterday afternoon. The course was a measured half mile, on Spring street, commencing opposite the Mayor's residence and coming out just at the upper end of the Fair grounds. Each Company was required to run this distance, with their truck, carrying a 24 foot ladder: to raise the ladder, and send a man with an axe to the top. Hook and Ladder No. 2 started first, and accomplished the feat in *two minutes fifty-two seconds*. No. 1 followed and did it in *two minutes fifty-five seconds*; No. 2 winning the race and prize by *three seconds*. Each Company had 24 men on the ropes; and both acquitted themselves well.

COOKING BY GAS—ECONOMY AND DESPATCH.—For the past two days a crowd of interested spectators has been gathered around the Gas Cooking apparatus of W. F. SHAW, Boston, for which Messrs. WALWORTH, HUBBARD & Co., 233 Lake street, Chicago; are agents. It is exhibited in the first tent, as you enter the Fair Grounds from Spring street. While there yesterday, we saw a beef steak perfectly cooked in *six* minutes, cakes and pies in *nine*, water boiled and flat irons heated to the *hissing* point, in less than ten minutes—all at the expense of about *one cent* for the fuel—which was gas. The apparatus is simple, compact, and economical. We judge that it must be a great *desideratum* for House-keepers. The agent will remain in our city, for some days yet, and we advise all to go and look at his Gas Heating and Gas Cooking Stoves.

WALWORTH, HUBBARD & Co. were awarded the first premium yesterday, for gas cooking stoves. Mr. W. L. CHASE, the agent for the above firm, through the solicitation of many citizens will remain in Milwaukee for one week, and may be found at SHEPARD'S Hardware Store.

THE BALLOON ASCENSION.—Prof. STEINER will make an ascension in his balloon at the Fair grounds this morning, at 10 o'clock.

A NEW "HARVESTER."—Among the many useful, ingenious and labor-saving Agricultural Implements, exhibited on the Fair Grounds, the "Patent Harvester," of Mr. CHARLES ROBERTS, claims especial notice.—It is a Wisconsin invention and was patented Feb. 23d, 1859. It combines the reaping and threshing processes, and does its work quickly and well. In Columbia County, which claims the honor of this "Harvester's" birth, the machine was tried, a few weeks ago, and cut and threshed an acre of wheat, yielding *thirty-one and a half bushels*, in one hour and ten minutes; at a cost of *three cents* per bushel. Its ordinary work is thirty bushels per hour, and the regular price is three cents a bushel. The machine has attracted much attention here, and certainly promises to be a valuable addition to our stock of Farm Implements.

TRUMPET PRESENTATION.—Yesterday Mr. FILLMORE presented to Engine Co. No. 6, and to Hook and Ladder Co. No. 2, each a silver trumpet from A. B. VAN CORT, as a token of his gratitude for their services in saving his building on the occasion of the great fire that consumed YOUNG'S Block. At the same time, Mayor PAGE presented Chief Engineer EVISTON a beautiful trumpet, also from Mr. VAN CORT'S, as an acknowledgment of his efficient management at the same fire. The presentation took place on the Fair Grounds, and was witnessed by a large number of firemen and others. The presents were exceedingly appropriate, and alike creditable to the donors and recipients.

RELIGIOUS NOTICE.—The Rev. N. A. STAPLES, will preach a discourse next Sunday morning, Oct. 2nd, occasioned by the death of WILLIS MOSLEY, the victim of the recent accident on the La Crosse Railroad.

The outrageous act by which this young man fell a victim to some local prejudice against a Railroad Company, cannot be regarded as less than

THE SENTINEL.

DAILY, TRI-WEEKLY & WEEKLY.

RUFUS KING, EDITOR.

SATURDAY MORNING, OCT. 1, 1859.

REPUBLICAN NOMINATIONS.

FOR GOVERNOR,
ALEXANDER W. RANDALL, of Waukesha.
FOR LIEUT. GOVERNOR,
BUTLER G. NOBLE, of Walworth.
FOR SECRETARY OF STATE,
LOUIS P. HARVEY, of Rock.
FOR TREASURER,
SAMUEL D. HASTINGS, of Trempeleau.
FOR ATTORNEY GENERAL,
JAMES H. HOWE, of Brown.
FOR BANK COMPTROLLER,
G. VAN STEENWYK, of Columbia.
FOR STATE PRISON COMMISSIONER,
HANS C. HEG, of Racine.
FOR SUPERINTENDENT OF PUBLIC INSTRUCTION,
JOSIAH L. PICKARD, of Grant.

Ho! for the Campaign!

THE WEEKLY SENTINEL
For only Twenty-Five Cents!

CHEAPER TO CLUBS!

We propose to furnish THE WEEKLY SENTINEL from the 15th inst. to the 15th of November, (for two months,) on the following very liberal terms:

One Copy for	25c
Ten Copies, to one address	$2,50
Twenty Copies, to one address	4,00
Fifty Copies, to one address	9,00
One Hundred Copies, to one address	17,00

We hope our friends throughout the State will take hold at once and see that THE SENTINEL is placed in the hands of EVERY VOTER! Fifty or a hundred copies will not cost much. Let every true Republican take an interest in this matter and see that his locality is well supplied with THE SENTINEL for the Campaign.

☞ Address

JERMAIN & BRIGHTMAN,
Publishers Milwaukee Sentinel.

A Sensible View of It.

The Ozaukee *Advertiser* contains an article on the subject of State Treasurer, which rules our present State broker out, and we trust will lead to a law prohibiting the re-election of a Treasurer for a second succeeding term.

It is clear that if Janssen had not been re-elected a second term the State never could have lost a cent by his defalcation, either bond was abundantly good, but the sureties on neither could be holden, until it can be shown whether the defalcation occurred in the first or second term. Had Mr. Janssen *not* been re-elected the State could have lost nothing with the same deficit in his account. *It was therefore a good stroke of policy for him to get himself re-elected the first time, for by his re-election, and it was perfectly safe to sign his second bond.*

May not this be the reason that Mr. Hastings and his sureties are so anxious to secure Mr. re-election? It is expected however that the people will not release the sureties another term. Hastings and Bashaw cannot run that *shaving shop* another term, and slip out of the hoop!—to boot.—*National of yesterday.*

We know not which most to admire, the cool impudence of the second paragraph above quoted, or the brazen effrontery of the last.—The *National* takes its text from the Ozaukee *Advertiser*, published in the county where our late defaulting Democratic Treasurer, Mr. JANSSEN, and his *bondsman* and the present nominee for State Treasurer, LION SILVERMAN, both reside. The *National* now informs us "officially," that it was a good stroke of policy," on the part of Mr. JANSSEN and Mr. SILVERMAN, "to have him (JANSSEN) re-elected," as it was *"perfectly safe to sign his second bond."* In other words the *National* directly charges Mr. JANSSEN and Mr. SILVERMAN, with combining *to cheat the People of this State out of Thirty-Five Thousand Dollars*, being the amount of J.'s defalcation, and confidentially adds, that this was "a good stroke of policy" on their part! Very likely it was; but how the Tax-Payers of the State will appreciate that brilliant financial "stroke" of Messrs. JANSSEN and SILVERMAN, remains to be seen.

The *National* parenthetically remarks, that "if JANSSEN had not been re-elected, the State never could have lost a cent." Very true. Now, whose fault is it that he *was* re-elected? Why clearly that of the leaders and wire-pullers of the Sham Democracy.—They thought it "a good stroke of policy," as the *National* tells us, to re-nominate and re-elect JANSSEN, either to *cover up* his defalcation, of which they were well aware, or, if that could not be done, to save his bondsmen (SILVERMAN and others) harmless. They succeeded to admiration, and at the small cost of *thirty-five thousand dollars*, re-elected JANSSEN and let his bondsmen go "scot free."

The *National* further informs us, and doubtless truly, that the bondsmen could not be holden, because it was impossible to show whether JANSSEN'S defalcation "occurred in the first, or second term." Here again the question arrives whose fault *that* was. Why clearly, Governor BARSTOW'S, whose express duty it was, under the law, to require a *quarterly* report from the Treasurer of the condition of the State Finances. As this was not done, it became impossible to ascertain, according to the *National*, when the "defalcation" occurred. This was another "good stroke of policy."

Lastly, the *National* intimates that Mr. HASTINGS and *his* "sureties" are attempting the same "good stroke of policy," which their Democratic predecessors so successfully practised, and for a similar reason. This insinuation is both cowardly and false. Every man who has had dealings with the Treasury Department, during the last two years, will bear witness to the fact that the office has *never* been so well filled, as by the present incumbent. Mr. HASTINGS is an upright, honorable, intelligent gentleman and a first rate business man. He would scorn the thought of defrauding the People of this State of a single penny, and so far from thinking it "a good stroke of policy," as the *National* says that Mr. JANSSEN and his bondsmen did, to procure the re-election of Mr. J., *for the express purpose* of covering up his defalcation, or preventing the collection of the amount, $35,000, from his sureties, LION SILVERMAN, & Co., would resign his office to-morrow rather than resort to such a trick upon the Tax-payers of this State. Let the People of Wisconsin read and ponder the "official" givings-out of the *National*, in this matter, and say for themselves what they think of the political morality displayed in the "good stroke of policy" which the *National* so much admires.

Light Wanted.

The Oshkosh *Democrat* seconds our request, that the Madison *Journal* would publish the Assembly debates, last winter, on the subject of Judge MILLER'S Court, and then calls for the following additional information:

Will the *Sentinel* publish an official transcript of two decisions made a few days since by Judge Miller, one asserting the right of the holders of the Railroad mortgages to foreclose them in *his* Court, thus cutting off the last hope that the defrauded victims have cherished of getting justice done them and preserving their hard-earned property from the "sharks" who would feed them to death for their own private gains; and the other, a decision that our homestead law is unconstitutional and void.

We will publish these decisions with pleasure, if we can obtain copies of them, or any legal friend will furnish them to us.

Political Discussion at Fox Lake.

We understand that Gov. RANDALL and Mr. HOBART, who are on their way to Portage, where they both speak on Monday evening, will stop long enough at Fox Lake to talk to the voters thereabout. The meeting will take place at 10 o'clock on Monday morning.—Our Republican friends at Fox Lake will please give as general notice of the proposed discussion, as they can.

SERVED HIM RIGHT.—JOHN W. MACALPINE, alias Col. MARMADUKE REEVES, who was convicted at New York on Saturday for swindling a young lady, of everything she possessed, except her clothes she was actually wearing, under pretence of engaging her as a governess in his family in Cuba, has been sentenced in the Court of General Sessions to five years in the State Prison. He made an extraordinary speech to the Judge, asserting his innocence. There are two indictments yet pending against him, on which it is the intention of the District Attorney to try him. He is known to that gentleman as the most daring and successful swindler ever brought before the Court.

Republican Meeting at Watertown.

Correspondence of the Sentinel.

WATERTOWN, Sept. 28th, 1859.

MESSRS. EDITORS:—You will probably have heard, before this reaches you, that we were favored with a speech here last night from BUTLER G. NOBLE, Republican candidate for Lieutenant Governor. The meeting, which assembled to hear him, was the first in this city of the campaign, and was much larger than was anticipated. While the people were yet coming in, HIRAM BARBER, Jr., of this place, was called on, and responded in a few truthful and appropriate remarks, after which Mr. NOBLE was introduced to the audience, and spoke for more than an hour and a half, principally upon the issues more immediately involved in the present campaign. It is needless to say that his speech was excellent and effective, and was listened to with evident interest and the closest attention throughout. He certainly acquitted himself NOBLY, and fully sustained the reputation of being a first class stump speaker. Several Democrats who heard him remarked afterwards, that he was the best they had heard in the State.

The meeting was entirely successful, and gives promise that the Republicans of Watertown will do their duty during the campaign and give a good account of themselves next November. R.

Politics.

Correspondence of the Sentinel.

PEPIN, Sept. 22, 1859.

EDITOR SENTINEL—*Dear Sir*:—The Assembly District composed of the counties of Clark, Chippewa, Dunn, Eau Claire, Pierce and Pepin, met in Republican Convention today, and made choice of W. P. BARTLETT, of Eau Claire. The nomination is a good one, and one that is *sure to win*.

The Senate Convention meets at Prescott on the 28th inst., at which time I will inform you of the result. You may look for a good majority in this Assembly District this fall. Truly yours, L.

THE EXPLOSION ON THE GREAT EASTERN.

Newspaper Accounts.

Correspondence of the London Chronicle, Sept. 12.

SPEED OF THE MAMMOTH SHIP.

Several experiments were made by passengers on board to ascertain the speed we were going by heaving blocks of wood and noting the time in seconds when they reached the stern. A mean of a number of these were struck, and showed the result of one knot in 5.7, about equal to ten and a half knots an hour. At this time the paddles were making six revolutions and the screw thirty, the former being capable of fourteen, and the latter of forty-eight. A subsequent statement from an official source was, that during a portion of her voyage the ship steamed at the rate of nineteen miles an hour. This is doubtless great speed, but not so great as she will ultimately accomplish. Her draught was very light, her screw was half out water, and consequently had only half the motive power which it will eventually possess. Under the most unfavorable circumstances the rate she made on her Weymouth trip might be taken as her minimum, and when properly freighted she will accomplish more.

THE EXPLOSION.

About half-past five, when the dinner was concluded, a scene of confusion and danger occurred, which contrasted in the most fearful manner with the satisfactory circumstances which had hitherto marked the movements of the great ship. There were small groups of ladies and gentlemen collected in different parts of the ship, who, with the most perfect unanimity were congratulating each other upon the success of the ship, when suddenly a loud report, as of the salute of a heavy gun from some man-of-war, awakened attention. The fore part of the deck was concealed in clouds of steam and showers of debris of all kinds; and huge splinters of wood and broken glass told that some accident had occurred. Immediately following the report the second funnel on the fore deck rushed up into the air to a height varying, according to different statements, of from ten to fifty feet. The huge tunnel of iron, seven feet in diameter, separated into two portions, one falling forwards with a heavy crash, across the roof of the ladies' saloon, and the other resting partly upon the saloon and partly upon the bulwarks.

It is not easy to describe the scene of confusion which followed, and the excitement caused by reports that a boiler had exploded, and that others might be expected to follow at any moment. The first thought of several on board was to rush down to the saloon cabin to endeavor to rescue or assist any ladies or persons who might be unfortunately in the steaming volcano. Captain Harrison, who was at the time of the accident engaged in examining the binnacle compasses of the ship, ran forward on seeing the cloud of steam, and as the staircases to the saloon were blown away, he gallantly made fast a rope and let himself down into the cabin, asking six men follow him. Every cabin was searched and one child only found, it was the captain's own daughter, who was passed safely on deck. By a most providential interposition the ladies had not, as on the previous day, retired to the saloon from the dining room; but the weather having cleared up, had with one exception gone direct to the deck.

PROVIDENTIAL ESCAPES.

One lady, Mrs. Parry, went into the saloon and after playing for a short time on the piano, was ascending the staircase, and had just reached the top stair, when she was blown forward, and the stair case and cabin was blown in a thousand splinters. Most happily, the lady received only a slight concussion from the fall. Mr. Francis Fuller was standing close by the spot where the funnel fell, but he escaped with the slightest possible contusion, the huge mass of iron falling upon one of the wire ropes of the standing rigging, which not only broke its fall but guided it down to the bulwark, in which it made a deep indention. The only injury which any of the passengers sustained was in the case of Mr Rawlinson, the assistant of Mr. Gray, of Liverpool, who supplied the compasses to the great ship. Mr. Rawlinson was in the lower deck saloon when the accident occurred, and owing to one of the doors or portion of the cabin partition falling obliquely over him, he was saved from being crushed beneath the mass of fragments which were heaped above him. He was removed from his perilous position in a few minutes after the occurrence of the accident by several of the passengers, who hastened down to the lower cabin to see if any assistance could be rendered to any unfortunate persons who might be in the cabins which cluster around the saloon as thick as the cells of a honeycomb. The only person found was Mr. Rawlinson; he was considerably bruised and contused, but providentially no bones were broken or serious injury sustained.

CASUALTIES AND LIVES LOST.

Unfortunately, the unhappy men who were at work in the stokeholes and tending the furnaces suffered severely. One poor fellow, it is supposed by some persons, was either severely burned or scalded, and threw himself overboard out of a port hole, for a man was seen swimming for a few seconds before the paddles, and must have been instantly crushed and torn to death in the huge wheel. Another account of the mode in which the poor man came to his death was that he was standing with two other men throwing cinders into the sea from the coal hole, when the force of the concussion was such as to throw him over the ship's side. His two companions were saved by the merest hair-breadth escape, one of the men clinging to the other, and both falling in the gangway, a short distance from the ship's side. His hands were supposed to have been burned or injured, and his endeavors to seize or lay hold on by a part of the sponsail or some other object proved in vain, and he fell. The stoker, we are told, is known by the name of "Teddy." He was one of Scott Russel's oldest hands.

The ship was going twelve knots at the least, at the time, and there was a heavy swell on the water, and all attempts to save the man by lowering the boats were fruitless. A number of life buoys and hatches were thrown over, but none of them could have reached the drowning man. Believing that one of the boilers had exploded, fears were entertained that the whole body of stokers and engineers attending the paddle engines had been killed. One passenger went down the air shaft communicating with the other boilers, and seeing by the light of the furnaces a number of men moving about, he inquired if they were all right, and the response sent up from those lowest depths of the ship were, "All right at present, but we don't know how long." They were told to keep quiet, and stay where they were; that they would be of no service on deck, and all would be well in a few minutes. The gallant fellows remained by their fiery furnaces with resolute good will.

In the case of the firemen tending the other set of boilers a very different scene was taking place. Ropes were thrown down, and one by one, wounded, bleeding, and staggering men were brought up by their gallant messmates, who had gone down to assist them, their black begrimed faces forming a ghastly contrast with the scalded portions and hanging pieces of the limbs and bodies of the poor sufferers. The men were taken aft to the hospital wrapped in blankets, and to cabins, where mattresses and covering were provided for them. Twelve men in all were hoisted up from the seething stokeholes. One of the men died a few hours after, and the second at nine o'clock on Saturday morning. Nine men lay on Saturday in a most dangerous state, of whom five at least are expected to follow in a few hours the fate of their unfortunate colleagues.

CONFUSION CONSEQUENT UPON THE ACCIDENT.

In the midst of all this confusion there spread with wondrous rapidity, the most unfounded and exaggerated rumors, such as a portion of the ship's side was blown out, and she was fast filling with water. Another report, and one which there appeared to be good reason for believing, and which was by no means improbable, was that the ship was on fire. Lengths of hose were brought from various parts of the ship and attached to the pumps, the men were hurrying to and fro with buckets, and tons of water were poured in torrents down into the spacious hold of the ship, which still threw up dense volumes of steam and smoke. All the time the good ship kept on her course as though nothing had happened, the engines continued to make about six revolutions, the giant paddle wheels receiving as heretofore, and the screw kept steadily working at 32—about two-thirds her speed.

PROVIDENTIAL FORESIGHT OF CAPTAIN HARRISON.

The rumors that the ship was on fire, or that she was rapidly filling with water, were strengthened by the stentorious shouts from the pilot of "hard a port," repeated rapidly and vehemently. Orders, it was coincidentally stated, had been given to run the ship ashore near Hastings, or beach her at the first fitting favorable spot that could be found. The men at the wheel heaved with a lusty good will to bring the ship's head rapidly round, and then snap went the tiller ropes—the great ship, which had before been docile as a lamb, and moving as easy as a Thames steamer above bridge, tossed, and pitched and rolled in, the most awkward manner. She had no steerage way and she was dashing and plunging as she passed at some ten knots through the water, with Hastings on her port side and a large ship running across her bows. It was the appearance of this ship that led to the order to port her helm, and not with any view of running the vessel in shore. Fortunately the strange ship wore round and escaped in safety direction.

Owing to the extraordinary foresight and great practical knowledge of Captain Harrison, chains had been put on board in order to provide against any casualty such as that which had occurred. These were now thrown through the sheaves, and made good as quickly as possible, and the ship was in a few minutes again under the most perfect command, and this cause of alarm was removed. Many of the passengers lent a willing hand at the ropes for bringing round the rudder. I must not omit to state that Captain Harrison had objected in the strongest manner to the use of ropes for the tiller, and he was, after a written protest, allowed to put chains on board to be applied in case of need. The captain had also, in the early part of the day, had some stout running lines through blocks near the tiller, which could be attached at a moment's notice to the auxiliary steam engine working on deck, and used temporarily for steering, or, in the event of the tiller ropes going, until the chains could be rove.

CAUSES OF THE EXPLOSION.

It is now time to inquire into the cause of this "rupture," or "disruption," or "explosion," as it was variously called by those who viewed the accident and its effects from different points of view. It is the custom in constructing some steamships, to have an arrangement which is called "feed-pipe casing," around the lower part of the funnel, resting upon the boilers. The heat from the furnaces and through the boiles tubes which escapes into the funnels is very great, and the lower portion is much hotter than the upper part of the funnel. It was thought that this great heat might be rendered useful in partially heating the water before it was run into the boilers, and that this water being of a lower temperature than the metal of the funnel, would serve in some measure as a shield or protection from the intense heat of those parts of the ship which were near it. In the case of the Great Eastern, where there is so large an amount of fire required for the heavy boilers, it would, of course, be a consideration to apply this principle, and to endeavor to economise the fuel as much as possible.

The grand saloon or ladies drawing room is, or rather was, traversed by two of the five or six gigantic funnels of the ship, and it was thought that the temperature would be much too high unless this system of water jacketing or casing was adopted. Accordingly about the lower part of each funnel was placed an iron case or cylinder, and the space—about ten inches—which was between this outer and inner case was filled with seven tons of water. A pump ought to be constantly employed in forcing water into the casing or circular tank, which, when heated to a certain degree, would pass off into the boiler beneath, affording a supply of warm instead of cold water. Of course, if the water is not drawn off, and fresh supplies of cold poured in, the water will in time become of the same temperature as that of the inner iron casing, and if it should approach to boiling heat and generate steam, then, if the steam cannot escape, there will be an explosion, as in the case of an ordinary boiler where the strength is insufficient, or where the safety valves is not permitted to work.

This was exactly what took place on board the *Great Eastern*. The funnels at the lower part became much heated, the cock in the feed-pipe was shut off, and the whole affair became a closed iron tank, in which the steam rapidly accumulated, and finding no vent and not sufficient resistance, exploded with the terrific force, indicated by the fact of its having forced the whole funnel upwards through two decks and flooring and into the open air, above the upper deck. The actual result was the same as though the engineer had constructed an iron tank, perfectly air and water tight, which he had filled with water, and allowed to be heated until it burst, for the purpose of seeing what would be the effects of such an explosion upon the ship in reference to her peculiar system of building in water tight compartments. Nothing can be more simple, or more efficient for the purpose of keeping down the temperature in the neighborhood of smoke funnels; but this theory requires to be carefully carried out, for if this is not done, as is shown by the recent calamity, the only effect is to create a volcano, terrible in its action, and not reduced in the slightest degree by any compensating advantage in increasing the power and efficiency of the working arrangements of the machinery.

ASPECT OF THE GRAND SALOON AFTER THE DISASTER.

As soon as the heat and steam had sufficiently cleared to admit of descending into the saloon, the sight which met the eye was of a most grievous character. The splendid chamber which Mr. Crace had elaborated with so much appropriateness to its constitutional character, was a perfect ruin, and its artist designer stood silent and amazed at the havoc which in a moment had been made of all his cherished designs. A colossal mirror in the after part of the saloon had disappeared, not a fragment was left in the gorgeous gilt framing, but, strange freak of the demon of destruction, the mirror just framed of the funnel which had shot upwards was untouched, as well as the two on each side of the saloon, and which now roll-ed between them a long vista of ruins. The mirror which formed the covering of the funnel which had been the cause of so much mischief, was literally smashed to atoms, and large fragments of the broken glass was hurled upon deck a long distance aft of the paddle wheels.

The ornamental bronzed columns which supported the gilt cornices and elaborate ornamentation were either struck down or bent into the most fantastic shapes; the flooring, consisting of three inch planks, was upheaved in several places: the gangways leading to the sleeping cabins at the sides were shot away; the handrails were gone, and the elegant carpet concealed beneath a chaos of fragments of finery. The books on the shelves of the library remained unmoved, the piano was thrown on one side, and the floor presented huge upheaving and rent chasms, through which might be seen the still greater ruin in the lower cabin. Below the saloon or drawing room is the saloon of the lower deck, which was traversed by the same funnel as the one above it. On each side of these spacious saloons were small staircases leading to blocks of sleeping cabins, scarcely one of which would have been without its two or more occupants a few hours later in the evening. They are now blown down like a house of cards. The bedding and furniture which they contained, form heaps of dislocated chairs, and washstands, and basins; the doors are off their hinges, the partitions are forced outwards, the staircases leading to them must be sought in the splinters and broken wood which lie in heaps in the lower cabin.

By the aid of a ladder we succeeded in reaching the cabin which we had occupied the previous evening, and would how, if we had not been crushed by the concussion, we should ever have been able in the darkness of the night to have escaped from the maze of ruin which presented itself on every hand. Descending from the sleeping cabins once more into the saloon, we picked our way amid heaps of splintered timber and over torn gaps in the flooring to a spot from which we could look down into the vast boiler where the "collapse," as it was called by the engineers, had occurred. There was a dense torn and ragged well of the fatal iron casting, and within it were some of the lower portions of the funnel reposing on the upper surface of the boiler. The iron plates were rent at the rivets and torn in the centres: some were rolled up like huge masses of paper, and blown away into a distant corner of the saloon; the steam pipes and syphon tube were bent in and upon the torn masses in most fantastic forms and strange confusion.

The massive two-feet flange wrought-iron girders which supported the lower deck were, in the neighborhood of the accident, curved and bent into most irregular forms, and the fact of these masses of metal having yielded afforded the strongest and most striking evidence of the terrific force of the explosion. Descending still lower into the regions of the furnaces and boilers, there were other evidences of the injury which had been caused. Happily the boilers stood firm, and, so far as we were able to observe, not a rivet had started. All the furnace doors of the forward pair of boilers were open, and the fire had been raked out, as after the accident they were not used, and the engines were supplied from the other pair of boilers. Some shreds and torn plates of the casing remained in the lower part, and the rough, jagged and uneven edge shows the part at which the funnel separated previous to its ascent through the tiers of cabins. The huge tube was again severed at the flanges over the saloon, and the two portions lie like colossal fallen columns above deck.

FACTS PROVED BY THE ACCIDENT.

There is one point in connection with the accident which makes the recent journey a most severe trial trip. Notwithstanding an explosion which would have shattered to atoms any other ship in the world, and destroyed the largest man-of-war afloat, the great ship kept on its course as though nothing had occurred. Persons seated in the next compartment of the ship, and within a few yards of the scene of the accident, felt no concussion at the moment of the disruption.—The loud report was heard, of course, and the shower of blocks of wood and broken glass afforded decisive evidence that there was some thing wrong. But there were no other means of knowing that an explosion had occurred. Some gentlemen remaining in the dining saloon after the majority had gone on deck, were about to drink the health of one of the directors at the moment of the explosion; the glasses were filled on the table, but there was not so much vibration sufficient to spill over any of the contents, and so secure did the little party feel, that, with scarcely an exception, each one stayed deliberately to finish the toast before going on deck to ascertain the cause of the confusion overhead.—Even at the time when the cry of fire was raised, it was generally felt that however much it might rage, it would be strictly confined to the compartment in which it commenced, and the hose might deluge the place with water, or even fill it up to the water line, without jeopardising the safety of the noble vessel.

It is a thing wholly unprecedented that an explosion of such a nature has occurred without destroying or utterly disabling the ship. The value of the principle of naval construction by compartments has been tested certainly with a severity which no one desired or expected, but, at all events with satisfactory results so far as the ship is concerned. In every respect, save the melancholy one to which we have alluded, this first trip of the great ship has been eminently satisfactory. Of her speed there can be no doubt when her engines work easily, and at moderate pressure, and that she is an easy-going ship, is clear from the simple fact, (which will be appreciated by every one who has crossed the Straits or the Irish Channel,) that there was not a person on board who suffered in the least from that most disagreeable of complaints—to wit: sea sickness.—The directors on board state that they will have everything ready for the trial trip to Holyhead at the time already specified. It cannot be too distinctly known that the accident which has occurred is from a cause not in any way connected with the machinery of the ship, or even necessary for the comfort and convenience of the passengers. The second funnel, which passes through the state saloon, is furnished with similar "feed pipe tank," but it will be immediately stripped, Mr. Scott Russell being exceedingly glad to have an opportunity of getting rid of an arrangement to which he was from the first decidedly opposed.

☞ CHRONIC DIARRHŒA.—We have in our possession the certificate of a respectable citizen testifying that he was entirely cured of this dreadful disease by using BERHAVE'S HOLLAND BITTERS.

We shall take pleasure in showing the certificate to any person doubting this statement.

CAUTION!—Beware of Imposition See that the name of Benjamin Page, Jr. & Co., sole proprietors Pittsburgh, Pa., is on the label of every bottle.

HENRY FESS, Jr., Wholesale Druggist, 195 East Water street, Wholesale Agent for Milwaukee; sold, also by WM. FINKLER, 77 East Water street, and by Druggists generally. sep30d1w

Wants.

CARPENTERS, PILE DRIVERS,
AND LABORERS.

A NUMBER OF CARPENTERS, EXPERIENCED Pile Drivers and Laborers can find employment during the season, at the new breakwater of the Detroit & Milwaukee Railway Co., at Grand Haven, Michigan. Passage on the Co.'s boats half-price, and Fare advanced on account of work. If necessary.

SAML. O. RIDLEY,
Contractor.

sep15d1w&d2m

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SHERBROOKE, HASKELL & CO.,
Produce and Commission Merchants,

FOR THE PURCHASE OF FLOUR AND Grain. Office in Pierce's Block, corner of Wells and Water streets, Milwaukee, Wis.

☞ Liberal cash advances made upon consignments to our Houses in New York. sep30d1m1y

KELLOGG & STRONG,
Storage, Forwarding and Commission
MERCHANTS.

PROPRIETORS OF THE FIRE-PROOF Brick Warehouse and Elevator, South Water street, at the terminus of the Lake Shore Rail Road, which connects with the Racine & Mississippi R. R. Commanding, Chicago, Ill.

Having made liberal arrangements for receiving grain by canal, shipped on the above roads for all connections, are prepared to store all kinds of grain on the most reasonable terms, making liberal cash advances thereon or otherwise.

Orders for the purchase of all kinds of produce, either by the cargo or otherwise, respectfully solicited. aug15dec31y

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STORAGE, FORWARDING
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PROPRIETOR OF THE LARGE ELEVATOR Warehouse at the terminus of the Milwaukee & Mississippi and the Milwaukee & Baraboo Valley Railroads. Liberal advance made on property in store, or for shipments to eastern markets. oct23d1m1y

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Produce & Commission Merchants,
FOR THE SALE OF
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Nos. 8 & 14 Commercial, cor. Chatham St.,
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(LATE OF M. H. READ & SON, ALBANY.)
PRODUCE AND COMMISSION MERCHANT,
MENOMONEE WAREHOUSE,
Opposite the Mil. & Miss. R. R. Depot, Milwaukee.

ORDERS FOR PURCHASES ARE SOLICITED, and advances made on consignments.

Refer to

M. H. Read & Son, Albany.	Rawle & Seymour, N. Y.
Thos. Schuyler, Albany.	Rumpp & Peck, N. Y.
G. White, Jr., Cashier State Bank of Dunkirk, Albany.	H. Law & Son, Buffalo.
J. R. Beatty & Co., Buffalo.	J. Tweddle, Pres't Mechanic's Bank, Albany.

m19d1w&d3m

BE GETTING READY
FOR THE
CHEAP EXCURSION
To Portland and Back

WHEN YOU CAN VISIT THE PRINCIPAL Canadian Cities; the River St. Lawrence; the Lake of a Thousand Islands; the St. Lawrence Rapids; the

Great Victoria Tubular Bridge!

Two miles in length; the far famed *SCENERY OF THE WHITE MOUNTAINS*; the

MAMMOTH STEAMSHIP
GREAT EASTERN!

And the MONSTER BANQUET AT PORTLAND, on the occasion of the arrival of this, the Greatest Steamship of the World.

This is Positively the
Cheapest and Most Attractive Trip of the Season.

Upon the arrival of the steamship at Portland,
The Detroit & Milwaukee Railway Co.
Will give notice, and be prepared to issue RETURN EXCURSION TICKETS, at their Offices and Stations in Portland and back, at the following very reduced fares:

From Milwaukee and back	$18,00
do Sarnia or Grand Haven to Lowell inclusive	17,00
do Sarnia or St. Johns inclusive	17,00
do Ionia or Portland do	15,00
do Grand Rapids and back	15,00
do Gaines and Linden and back	15,00
do Fentonville or Owosso Church inclusive	15,00
do Flint or Pontiac, inclusive	15,00
do Birmingham to Royal Oak inclusive	14,50

☞ Tickets for Detroit and Milwaukee, Grand Haven and Grand Trunk Railways, and to return within TWO WEEKS from date of issue.

D. A. M. Railway Office, September, 1859.

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J. RASTALL,
CARRIAGE PAINTER,
OVER BUTLER & POST'S LIVERY Stable, foot of Mason street,
Carriages, Buggies, Sleighs, &c.,
PAINTED OR VARNISHED
AT REASONABLE RATES
ALL KINDS OF
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☞ Carriages at workmen sent to any part of the country on the shortest notice. sept6r1d3m

FRENCH PRUNES.—A PRIME LOT FOR sale by EDWARD TRUESLOW, 113 East Water St

Auction Sales.

WAREHOUSE SALE.

WILL BE SOLD, AT AUCTION, FOR charges, for account of whom it may concern, at the Warehouse of H. & J. F. Hill, East Water st., on Monday, October 3d, 1859, at 11 o'clock A. M.:

2 Horse Power,
2 superior Grain Drills,
2 Threshing Machines,
1 Portable Saw Mill.

H. & J. F. HILL.
CALEB WALL, Auction'r.

sep30d1dimo

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NUMBER 146 EAST WATER STREET, Milwaukee. CALEB WALL will sell all descriptions of goods at his usual rates; advance on all goods, and sell at public or private sale. sep1l

CITY AUCTION ROOM.

LARGE AND EXTENSIVE SALE OF Fall and Winter Dry Goods takes place on Tuesday, Oct. 4th, commencing at 10 o'clock A. M., at No. 146 East Water street, consisting as follows:

5 pcs Black Broad Cloth, 2 do Grab do do, 2 do mixed, 1 do Brown Cassimere, 2 do Mixed Side Stripe, 3 do Fancy Cassimere, 6 do Satinets, 4 do Blue do, 7 do Assorted do, 3 do Guinea do, 9 do sup. Red Flannel, limited, 6 do do, 4 White Flannel, 15 pair Horse Blankets, 5 pcs Alpaca, 12 do Stripes, 50 do Prints, 70 do Detaines, 10 pcs Brown Sheetings, 25 pcs Blue Shirting, 10 do Gingham, 20 do Denims, 25 do Stripe Shirtings, 50 do handkerchiefs, together with a great variety of Threads, Buttons, Hoods, Cold Cambrics, Laces, Joggings, Wool Shawls, &c. The whole comprising a complete stock of Goods, which I am authorized to sell to the highest bidder for cash. Great chance for all who have money.

CALEB WALL,
Auctioneer for Owners.

sep23

WILLIAMS & RODWAY,
Auction and Commission Merchants,
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19 WISCONSIN STREET, 19.

WILL GIVE PARTICULAR ATTENtion to the sale of Furniture, Dry Goods, and every description of Merchandize, at their sale room or in any part of the City or County.

☞ Liberal advances on consignments, and prompt returns made.

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H. WILLIAMS. W. H. RODWAY.
Milwaukee, January 17, 1859. jan18d3m&dly

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TO LET CHEAP.

TWO BRICK STORES, ONE CORner of Main and Mason streets, and the other a blacksmith shop on Water street. Enquire of subscribers, on the premises.

sep22d3t1dlm J. & G. ADAMS.

MONEY! MONEY!!

THE ADVERTISER WISHES TO SELL about 100,000 COMMON BRICK, and can loan the purchaser $1,000, for a term of years, on satisfactory real estate security. Apply at Office in Van Dorn's Building, corner East Water and Wisconsin streets. aug29d10w

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THE UNDERSIGNED HAS FOR SALE two Copper Alcohol Stills, one with a capacity of [illegible] barrels, and the other *thirty-five*

They are in good repair and are all in complete working order.

They will be sold *very cheap for cash* or good approvable paper, and may be personally inspected at double. For further particulars, terms, &c., apply to

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aug20d6w

FOR SALE.

LOT 13, BLOCK 76, FRONTING ON Jackson Street, 7th Ward, City of Milwaukee. Terms liberal. Address ALFRED A. MOTT,
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feb21d40d6m

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TWO OF THOSE BEAUTIFUL
NEW BRICK HOUSES,
In the Block of Nine Houses,
JACKSON ST., NEAR DIVISION.

These Houses are three stories high, and have fine stone cellars. There are

NINE ROOMS IN EACH HOUSE,

And a good supply of Pantries and Closets, and all well finished, in modern style. The parlors are finished with elegant cornice and centerpieces, and marble mantles. There is also

A GOOD BRICK STABLE,

AND A FILTERING CISTERN ON EACH LOT, and everything in the best condition. Apply at my office corner of East Water and Knapp sts., or address me through the Post Office. Price $4,000. Terms easy.

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EVERY VARIETY OF

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Ready-Made Clothing!
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CLOTHING EMPORIUM!
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New Fall and Winter Clothing!

SELLING AT COST FOR CASH!

☞ NO HUMBUG, BUT FACTS, ☜

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Comprises the widest range of study incident to the general Accountant in every variety of business, and will be found full and practical in every character. Each student will have the benefit of entirely separate instructions, and can commence at any time, and be assured of the fullest and most complete satisfaction.

Penmanship and Ornamental Penmanship will be taught systematically, unsurpassed by that of any similar institution East or West.

The Ladies Department is entirely separate and tastefully furnished.

☞ Merchants apply here for Clerks and Book-Keepers.

☞ The proprietor will furnish pleasant rooms to Students at reasonably, by which means their board will be reduced to a price much lower than could be obtained elsewhere.

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sep30d6w&w1

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NEW STYLES—PRICES FROM $50 TO $125.
HEMMERS, $5 EXTRA.

THESE MACHINES SEW FROM TWO Spools, as purchased from the store, requiring no rewinding of thread; they Hem, Fell, Gather and Stitch in a superior manner, the finishing seam by their own operation, without recourse to the hand-needle, as is required by other machines.

☞ Call and examine them in operation, or address me at Cedar Creek, Washington county, Wis., and a machine will be sent to you, with full instructions for operating, by Express, C. O. D.

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